

## Ranger on the Roof . . .



There is no hibernation during the winter for park rangers. Although Silver Creek Falls State Park has been in the midst of its "off" season, there is work to be done. The bath house and kitchen are being renovated at the park's Youth Camp. Balanced on a new cedar shake roof, Ranger Tom Jesse swings a two-by-four into place. The park buildings haven't received this much attention since they were built in 1937. More improvements are scheduled, and should be finished by mid-April.

## Dale Allen to head Region 4

As the new Region 4 engineer, Dale Allen hopes to "reflect the concerns of local people."

Allen, 41 was selected in February to head the Highway Division's second largest region. An 18-year employee, he was promoted from assistant Region 5 engineer in LaGrande, where he had worked for the past six years.

"Although Region 4 is one of the least populated regions now, it is growing fast," he said, adding that rapid population growth is one of the region's largest problems. "As region engineer, I'd like to see the employees in my region become especially aware of the gas tax

situation, the need for more revenue for road improvements."

Allen replaces Carl Williams, who has transferred to Salem as field engineer in the Construction Branch.

"This was an unexpected, but welcome change for me," Allen said, "and I'm looking forward to getting into the job."

Region 4 includes the central section of Oregon from the Columbia River to the California border.

Allen started with the Highway Division in 1959 after graduating in civil engineering from South Dakota School of Mines and Technology. He became a registered professional

## Task Force completes mission

The legislative Task Force on Transportation has completed its 90-day mission with adoption of a series of policy statements in five broad categories.

The statements chart directions the task force believes the department should take in Transportation Planning and Policy, Movement of People and Goods,

Funding, Federal Issues and Parks and Tourism.

At its final meeting, the task force declined to take a position on passage of the two highway revenue measures on the ballot this year.

Copies of the task force's final report may be obtained from Lea Jenny, Room 453 in the Capitol, or by calling 378-5964.

## Ballot measure, 6-Year materials to be dispersed

The ODOT Public Affairs office is preparing informational materials about Measure 5 on the May 23 primary election ballot and the Six-Year Highway Improvement Program adopted by the Transportation Commission in February.

The ballot measure and Six-Year program are closely related because work on most of the projects listed depends on passage of Measure 5 (gas tax increase), and a vehicle registration fee increase measure on the November, 1978 general election ballot. (For details on ballot measures, see page three.)

Informational materials include a 12-minute slide presentation and a fact brochure. A set of slides is being sent to each highway region and district office. Quantities of the brochure will be available in highway and MVD offices.

Booklets containing the complete Six-Year Highway Improvement Program (1979-1984) adopted by the commission will also be available from state highway offices.

Distribution of the various information materials should be completed by mid-March.

Employees desiring to schedule a slide presentation for a group should contact the nearest highway region office or the Public Affairs office in Salem.

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## Transitway EIS labelled a 'massive' undertaking

A seven-and-a-half-pound monster has been born.

The "monster" is the Draft Environmental Impact Statement (EIS) for the Banfield Transitway proposal in Portland. Environmental Section Manager Gary Potter describes the project as the "most complex, massive and unique" ever undertaken by ODOT.

The labor was long and hard. Fact gathering, writing, re-writing, conferences, review sessions, evenings and weekends went into the making

of the 1,500-page document.

Work began a year ago and peaked in late fall and December. Besides 20 environmental employees, staff from METRO, Tri-Met (Tri-Metropolitan Transit District), the City of Portland and Multnomah County also participated. Finally, FHWA people rolled up their sleeves for the polishing touches -- and more weekend work.

Then the workload moved to the composition and graphics units. They "packaged" the EIS with typed copy, charts, graphs and art, before

Cont. on page three

## Commission Ok's Six-Year Program

Transportation Commissioners adopted the revised Six-Year Highway Improvement Program during their regular meeting, Feb. 22 at the Southwestern Oregon Community College in Coos Bay.

The program includes highway projects on three levels: Program B, based on current revenue sources; Program A, based on current revenue plus revenue from the two cent gas tax and \$10 vehicle registration increases; and an A+ Program, based on the sale of bonds or other additional revenue beyond that from current sources, gas tax and registration fee increases.

While in Coos Bay, commissioners met with local city and county officials during a no-host dinner the night before the meeting. They also toured the area and viewed the section of the proposed Coquille bypass.

Meeting outside of Salem is part of the commission's continuing effort to visit, and conduct business in all parts of the state. The next non-Salem meeting will be in Astoria on June 20.



Dale Allen

engineer in 1965.

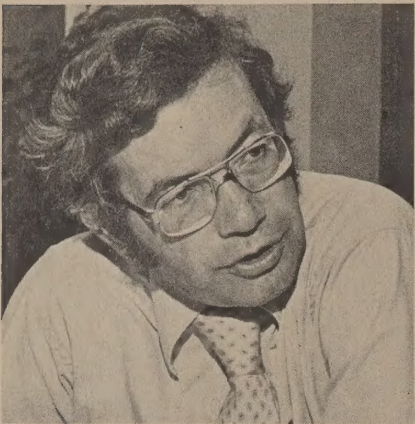
Following his first assignment as a structural engineer in Grants Pass, he served as assistant resident engineer in Medford, assistant district highway engineer in Eugene, maintenance office engineer in Salem and district highway engineer in Eugene before moving to LaGrande in 1971.

Allen and his wife Margaret have three children: Susan, 16; Scott, 13 and Craig, 7.



## Director's corner

BOB BURCO



Burco: Complaints evaporate as we increase public exposure.

The process of communication between the Transportation Commission and the public has been a key thrust of departmental activities over the last year. We have just concluded another successful commission meeting in the field, this time in Coos Bay.

We expect others to follow about every three or four months. Already, a commission meeting has been scheduled for Astoria in June, where transportation problems of the northern Oregon coast, and recreation concerns in general, will be addressed.

### Six-Year Plan adopted

Concluding an extensive process of public input, which included 39

meetings around the state, the commission adopted the Six-Year Highway Program at its February meeting. This program has included more public input than any highway program in Oregon's history, and has been well received by local governmental officials and legislators, partly, I suppose, for that reason. In the process, not only have we educated the public, but ourselves and our commission in great detail about the diversity of State highway problems.

### Input to be expanded

This kind of public exposure of our programs is likely now to be expanded in discussions of our Aeronautics, Motor Vehicles, Parks and Public Transit programs as a Department-wide six-year program is developed in the coming year.

In this public process many of the complaints I heard several years ago about "credibility" of the department have evaporated. In its place is a much broader appreciation of the constraints and uncertainties that we must deal with.

We have just completed a three-month study process with an interim Task Force on Transportation Policies and Funding. Hopefully, there too, we leave legislators better informed about our problems, and in turn, we have perhaps become better informed about their points of view and concerns.

Now that the Six-Year Highway Program and the Legislative Task Force report have been adopted, I hope you will take the opportunity to read and explore them. We will make every attempt to see that the level of communication that we have had with the public over the last year is matched by the level of communication internally among ourselves.

I hope that the series of Field Manager meetings that we have begun to hold can serve, along with VIA and other mechanisms, to see that this increased level of understanding about department programs is carried through to the entire staff. I welcome inquiries from anyone in our organization concerning these matters or any other policy issues that are of interest to you.

In Wash. D.C.

## DOT supports federal tax increase

An ODOT spokesman told a congressional committee in Washington, D.C., in mid-February that Oregon supports a two cent increase in the federal gas tax if revenues were available "to maintain and preserve our deteriorating

primary and secondary highways."

George Bell, manager of the Office of Intergovernmental and Public Affairs, told the House Ways and Means Committee that any such increase "must be made available for essential work on the non-interstate

## Logos go on



ODOT's new logo is now being placed on all new vehicles as they come in to the department. Here, Debbie Ramsey, secretary in the Salem Equipment Office, shows where the logo will go on a Highway Division's snow plow machine.

## Pounds of old records make way for storage

Non-vital records dating back to 1917 are among the 400 cubic feet of old records that have come to an

end in the Transportation Building basement.

"It's part of a move to consolidate our storage space and make better use of the basement," said Carl Nelson, Administrative Services Section manager.

Old forms and papers have been sold to Garten Industries for recycling, and historical files such as highway maps dating back to 1919 will be kept as permanent records. Important records, such as engineering drawings, will be recorded on micro film, or kept in permanent storage if micro film isn't feasible.

Walls have been eliminated in rooms 27, 27A and 28, where storage space is being redesigned for better efficiency. New shelving will be installed and space assigned to sections according to their needs.

Room 1, a storage area, was also cleaned out and is being remodeled as an office for Fran Weaver, for Contract Plans and Special Provisions distribution.

The color photo mounting function has been moved from room 8 to 11, to make room for two new permanently-assigned building maintenance employees who will help with maintenance problems, moving furniture and other jobs.

This "musical chairs" shifting should be finished by the end of April, Nelson said, and will improve basement work areas as well as records storage.

An architectural firm was hired recently by the Transportation Commission to recommend better use of office space within the building.

"Reorganizing the basement is the first step in this process, because we can do it ourselves and within the current budget," Nelson said. "The architect will make general recommendations on wall removal, office grouping and color schemes for the total building."

## Retirement count sets new record

A record number of employees retired during 1977, reports Carl Hobson, manager of Personnel Operations.

Seventy-nine percent of the 191 workers retired voluntarily, which is another new record. Voluntary retirees ranged in age from 55 to 64, with most being 62 at retirement.

## Editor's mailbag

### Humanitarian response

To the Editor:

This letter expresses gratitude to your department and its employees for actions above and beyond the call of duty.

On Jan. 23, 1978, Mrs. Roddy Baumann, the wife of one of our employees, had a serious medical emergency. This family lives in Government Camp, which had received almost a foot of snow the night before.

Answering the call, the Highway Division, with Joe Mancel initiating the action, plowed the street and driveway of the Baumann residence. This enabled Roddy Baumann to drive his car into the garage to get his wife instead of having to carry her 1/10 of a mile in snow to the car.

Thank you again for the

humanitarian response of your department during this personal crisis.

L. Roger Deaver  
Zigzag Dist. Ranger  
Mt. Hood National Forest

### O'Conner is thanked

To the Editor:

Having been involved in an accident on Interstate 5 in the Siskiyou Mts. on Feb. 1, we wish to convey our thanks for the extreme courtesy we were shown by your road crew.

We especially wish to thank Mr. Pat O'Connor for the concern he showed for us.

Art and Madge Rice  
12213 - 4th Ave. S.W.  
Seattle, Wash. 98146

# Via

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# Blensly, Hayden fill key positions in Policy

Two key positions in the newly formed Policy and Program Development Branch, headed by Larry Rulien, were filled last month. Robert C. Blensly was named manager of the Program Development and Evaluation Branch; and J. Willard "Bill" Hayden became

manager of the Policy Development Section. Three manager positions under Rulien still remain unfilled.

Blensly, 52, was promoted to his new post from manager of the Program Development Section.

He has been actively involved in transportation planning almost continuously since his initial employment with the State Highway Division in 1949. He was planning survey engineer for the Highway Division from 1951-1963.

From 1963-1966 he was in Washington, D.C. with the Highway Research Board, National Academy of Science, and National Research Council. In 1966 he became an associate professor of agricultural economics and civil engineering at Oregon State University.

From 1971-1974 he was transportation director for the Columbia Region Association of Governments (CRAG). He then returned to ODOT as technical studies coordinator, and program development manager.

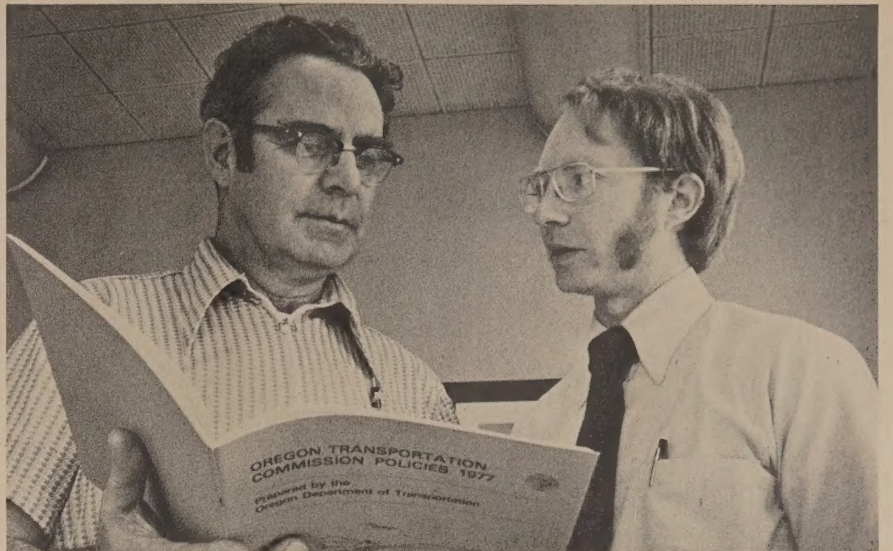
His new responsibilities call for developing transportation capital improvement programs, and monitoring and evaluating the effectiveness of the transportation programming process.

Blensly received a B.S. degree in civil engineering from the University of Colorado in 1946, and a M.S. degree from Stanford University in 1949. He became a registered professional engineer in 1951, and is a member of the American Society of Civil Engineers and the Institute of Transportation Engineers.

He and his wife Connie have two children, Leif, 25; and Debbie, 17.

## Hayden heads policies

Hayden, 33, comes to ODOT after seven years with the City of Salem, Department of Community Development, as community service supervisor. Prior to that he was a planning assistant for the Regional Planning Commission of Los Angeles County.



Bob Blensly, left, and Bill Hayden

While with the City of Salem, he was most active in citizen involvement programs, and in coordinating federal grant programs and applications.

As manager of the Policy Development Section he will provide ODOT with policy proposals which reflect Oregon's transportation needs; assess the expected economic, social, and physical impacts of proposed policies or activities, and analyze state and federal legislation.

He will work closely with private industries, citizen advisory groups,

legislative committees, and other governmental bodies concerning policies for ODOT's multi-modal transportation programs.

Hayden, received a B.S. degree in political science from Lewis and Clark College in 1966; and a M.P.A. in public administration from the University of California in 1970. He is secretary-treasurer of the Oregon Chapter of the American Society of Public Administration.

He and his wife Dorothy have two children, Kristin, 7; and Alex, 4.

## Employees are encouraged to know 'measure 5'

All ODOT employees are encouraged to become familiar with MEASURE 5 on the May 23 Primary Election Ballot.

Department employees can expect acquaintances in their communities to look to them for information about the ballot measure and related issues.

State agencies are encouraged to inform the public about their programs and policies including facts pertinent to a ballot measure. The agency, however, cannot solicit opportunities to present information, nor can it expend public funds in attempts to directly influence persons to vote YES or NO.

There is no prohibition against an employee of a state agency working for or against a ballot measure on his or her own time.

During the coming months you may need additional information about MEASURE 5 and related highway issues. The Public Affairs Office will serve as a central information clearing house.

For further information, telephone Ken Bonnem, community relations officer, 378-6546.

## Several hands involved in meeting the deadlines

Cont. from page one  
it was approved on Feb. 13. Again, more overtime.

Why the huge, last-minute push? "We are required to have an EIS out so the public has 30 days to review it before the hearings in April," Potter said. "There was also a hard push because this project involves transfer funds from the Mt. Hood Freeway project, which was called off."

Deadlines were postponed several times, Potter added, "because the project vacillated so much. Things changed and a lot of questions took time to answer."

EI statements have been criticized as being too long, tediously documented and generally overwhelming. "People see an EIS as a personification of the bureaucracy in all its glory," Potter said. "I look at a 7.5-pound monster with just as much disgrace as anyone, but we face a tremendous paradox."

People want short, understandable statements, but they also want, and are required by law to have, all the issues covered, Potter said. "We try to make them as short as possible," he added, "and one of our answers is to give the public a shorter version, such as a newspaper supplement." One is soon scheduled to appear in the Oregonian and Gresham Outlook.

The goal of the transitway (the word means mass transit route) proposal is to decrease traffic congestion in Portland. Because much of the area's future growth is expected to be in East Multnomah County, the Banfield Freeway was chosen as the site.

Ways to improve transportation are included in five alternative plans: A no build (do nothing) option; low cost improvements; extended HOV (High Occupancy Vehicle) lanes; a separated busway next to the freeway; and an electrically-powered light rail system.

The function of the EIS is to describe each alternative and analyze their effects on the environment. "Federal law mandates that people be informed of their choices in the early stages of planning and decision-making," Potter said.

Environmentalists compiled reports on air and water quality, geography, acoustics, economics, land use, biology, sociology and historic preservation aspects of each alternative.

"Dealing with two modes, as well as with the different alternatives, added to the complexity," Potter said. "Then pulling it all together to the satisfaction of all the agencies -- that's a major accomplishment." Previous studies on light rail by Tri-Met greatly helped the process, Potter added.

The EI statement must address numerous federal and state laws and policies. They include NEPA (National Environmental Policy Act); Clean Air Act; Federal Aid Highway Act; Water Pollution Control Act and the National Historic Preservation Act. Then there are the LCDC Goals and Guidelines... no wonder many environmentalists worked three weeks without a day off.

Cam Gilmour, project coordinator and Gary Waltenbaugh, project manager, synthesized the information into the complete report. Besides the 1,500 pages, there are an additional 2,000 that go into more detail.

Environmental specialists on the project included Roger Powers, Priscilla Harney, Nancy Laney, Mike Murphy, Ted Pallister, Richard Wood, Maxine Banks, Gordon Olcott and Dwight Smith. Special assistants to the writers were Bill Wilhelmi and Nick Moravec.

"The project is unique because of the degree of cooperation among all people and agencies -- that's how we could pull it off when we did," said Potter.

## Revenue bills explained

These three transportation revenue bills were passed by the 1977 Legislature. The major provisions are outlined here, as well as the interrelationship between two of the bills.

• • •

### HOUSE BILL 2140

- Increases gas tax from seven to nine cents per gallon.
- Increases commercial vehicle fees to maintain parity with auto related taxes.
- Stipulates that highway funds must be used for reconstruction, rehabilitation and maintenance before new construction.

This bill was referred to the May 23, 1978 Primary Election Ballot as MEASURE 5.

### HOUSE BILL 3261

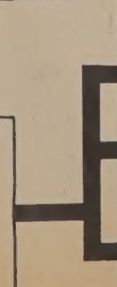
- Re-establishes annual vehicle registration.
- Increases annual auto license fee from ten to twenty dollars.
- Sets \$12.50 annual auto license fee for senior citizens.
- Increases commercial vehicle fees to maintain parity with auto related taxes.
- Increases registration fees for motorcycles and motorcycles.

This bill was referred by petition to the November 7, 1978 General Election Ballot as MEASURE 3.

### HOUSE BILL 3262

- Limits state parks revenue from highway fund to one percent of gross revenues.
- Limits state police revenue from highway fund to eight percent of gross revenues.
- Transfers funding of bike paths to general fund.

These provisions of HB 3262 do not take effect unless voters approve MEASURE 5 on the May 23, 1978 Primary Election Ballot.





# \$213,000 from permits

ODOT's sno-park permit system has generated more than \$213,000 so far to help offset the cost of plowing winter recreation areas.

The MVD reports that about 23,000 daily permits and almost 38,000 annual permits were sold in January. The MVD has also issued about 3,800 free permits to licensed snowmobile owners, who, because they pay a \$10 registration fee for a two-year period, already pay for use of winter parking areas.

Some persons still ignore the law, said the MVD, warning that police are enforcing the permit requirement. A ticket may result in a \$10 fine

plus court costs. Drivers are advised to purchase a permit before heading for the mountains, in case a resort area has sold out its permit supply.

Permits are required only where signs are posted designating official recreation parking areas.

However, "No parking for unattended vehicles" signs have also been posted in chain-up areas, according to John Sheldrake, Highway maintenance operations engineer. He noted that these are wide areas in the road near signs advising motorists to use tire chains before driving through mountain passes.

## Accident rate below average

The Highway Division and Parks Branch fell considerably below the national average for on-the-job accidents during the past fiscal year.

The annual accident summary report, compiled by Ray Stose of the Employee Safety and Health Services Section, reveals that the division had an average of 9.02 accidents per one million man hours worked, compared to the 16.85 rate for other state highway agencies.

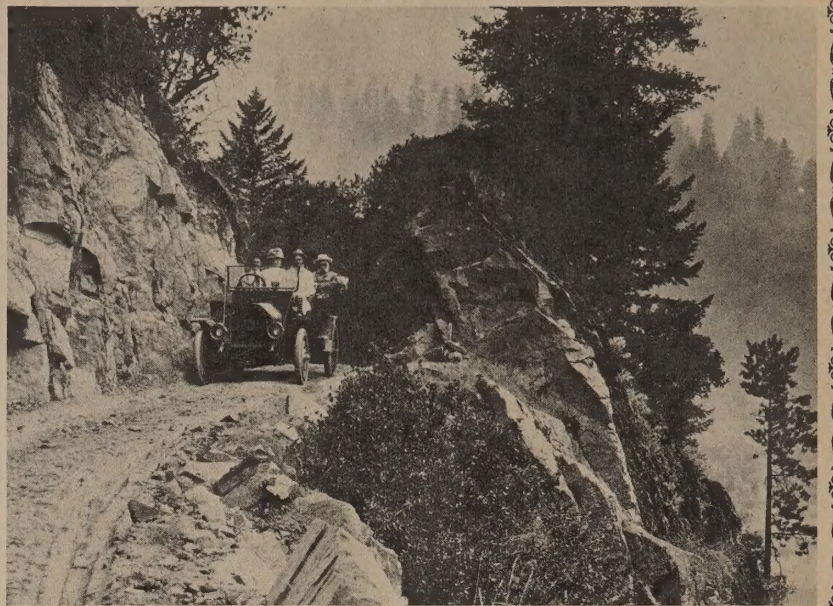
The national rate for city and county street and highway maintenance accidents was 67.30.

The average rate for industry in general was 10.87, and for park and recreation agencies, it was 42.17.

Stose added that the ODOT Highway Division's 3.47 rate of preventable vehicle accidents was the lowest ever recorded in the state. The rate is based on each million miles driven.

Although ODOT's record looks good, there is much room for improvement, said Stose. "Now is the time to be attentive to the problems involving safety," he said, "and to find the solutions."

## Way Back When...



Decked out in Sunday finery, this foursome went out for a drive after church in their Model T in 1910. This rugged, breath-taking scenery is somewhere between Grants Pass along the Rogue River and the Galice gold mines. Some say it could be Hellgate Canyon, but little information is available. Mountain rock was blasted to make way for this rudimentary dirt road, which was refined by pick and shovel. Transportation from Grants Pass to Galice is now by county road. Hopefully, this group didn't meet on-coming traffic...

## Employees move up the job ladder

The following workers were promoted during February.

### CONGRATULATIONS!

Randy Bednar, HWY, maintenance worker 2 to MW 3, Adel.

Dale Blumenthal, HWY, maintenance worker 3 to maintenance supervisor 1, Parkdale.

William Brimhall, HWY, maintenance supervisor 2 to supervisor 3, Roseburg.

Royce Brizendine, HWY, maintenance worker 2 to MW 3, Prospect.

William Chisholm, HWY, maintenance worker 3 to maintenance supervisor 2, Portland.

Diana Cook, HWY, maintenance worker 1 to MW 2, North Bend.

Paul Davis, HWY, maintenance worker 1 to MW 2, Florence.

Campbell Gilmour, HWY, program executive 2 to PE 3 in environmental section, Salem.

David Harding, ADMIN, computer operator 1 to operator 2, Salem.

Michael Hewitt, PARKS, ranger 2 at Champoeg State Park to park manager 1, Umpqua Lighthouse State Park.

Levi Johnson, HWY, maintenance worker 2 to MW 3, Santiam Junction.

Horace King, HWY, maintenance supervisor 2 in Ukiah to supervisor 4, Manning.

Ralph Keuhl, HWY, maintenance worker 2 to MW 3, Portland.

Ray Lounsbury, HWY, maintenance worker 2 to MW 3, Portland.

Richard Mathew, ADMIN, administrative assistant 2 to program executive 1 in Permit Section, Salem.

Christopher Myers, HWY, maintenance worker 1 to MW 2, Salem.

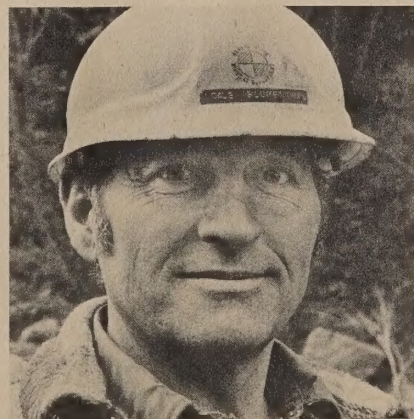
Marvis McDow, HWY, radio technician 2 to radio engineer, Salem.

Richard McSwain, HWY, HE 1 in Policy and Program Development to HE 2 in Project Management and Operations Planning, Salem.

James Payne, PARKS, ranger 1 at Champoeg State Park to public recreation technician 1, Salem.

Charles Pietrok, HWY, HE 1 to HE 2, METRO.

Richard Preston, HWY, maintenance worker 2 to MW 3, Santiam Junction.



Dale Blumenthal #3

Charles Rukas, PARKS, park aide at Clyde Holliday State Park to ranger 1 at Farewell Bend State Park.

Danny Ryan, HWY, maintenance supervisor 1 at Port Orford to supervisor 2, Ukiah.

Diane Schindler, ADMIN, clerical assistant in DOT Finance to secretary in Public Transit, Salem.

Forrest Smith, HWY, maintenance worker 3 to maintenance supervisor 1, Santiam Junction.

Harry Strouse, HWY, maintenance worker 2 to MW 3, Santiam Junction.

James Valentine, HWY, HE 3 in Region 2 to HE 4 in Permits Unit.

Steven Wilson, PARKS, ranger 1 at Milo McIver State Park to ranger 2,



Diane Schindler

Armitage State Park.  
Robert Wood, HWY, maintenance worker 2 to MW 3, Santiam Junction.

### PROMOTIONS AT MVD

Angela Berg, clerical assistant to clerical specialist, Salem.

Cathrin Warby, clerical assistant to clerical specialist, Salem.

Jack Morton, MVR 2, North Portland, to MVR 3 (office manager), West Portland.

Patricia Powers, clerical assistant to clerical specialist, Salem.

Peter Nunnenkamp, MVR 3, Salem to admin. assist. 2, Salem.

Lavonne Kuenzi, clerical assistant to clerical specialist, Salem.

Edward Turner, MVR 2 to MVR 3, Medford.

Jean Garcia, MVR 2 to MVR 3, (office manager), Dallas.

Mary Pierce, MVR 2, Gladstone, to MVR 3, East Portland.

John Wolstenholme, assistant region supervisor, north region, to MVR 5, assistant office manager, East Portland.

Louise McMahan, clerical assistant, to clerical specialist, Salem.

William Seely, clerical assistant to clerical specialist, Salem.

Burton Burns, MVR 2 to MVR 3, (office manager), Newport.

Sue Iwen, clerical assistant to secretary, Salem.

Arlene Ramsay, MVR 1 to MVR 2, Woodburn.

## New park branch information efforts headed by Straton

The State Parks Branch has launched a new public information and legislative program, announced State Parks Superintendent Dave Talbot.

Kathryn Straton, who has worked three years in the Historic Preservation Section, will coordinate the program.

Straton will work as a legislative liaison for the branch during legislative sessions as well as during interims. Her primary emphasis now is to develop an information program aimed at informing the public about branch activities. She will eventually handle all information and education programs as well as legislative affairs.

"A sound information and constituency program is especially essential now that we are becoming more independent of dedicated highway funds," Talbot said. "This is the time to begin an aggressive effort to keep the media, legislators and public aware of state parks."

## Crews to get SAIF awards

Several crews have received SAIF Achievement Awards for working without time-loss injury accidents.

Maintenance Crew 143-09, Odell Lake, has attained 150,000 continuous man-hours and is supervised by C. J. Smith.

Engineering Crew 080-13, Portland, has attained 101,628 man-hours and is headed by E. J. Dunn.

Bullards Beach State Park Crew 430-03, Bandon, has attained 52,349 man-hours and is headed by George Hannah.

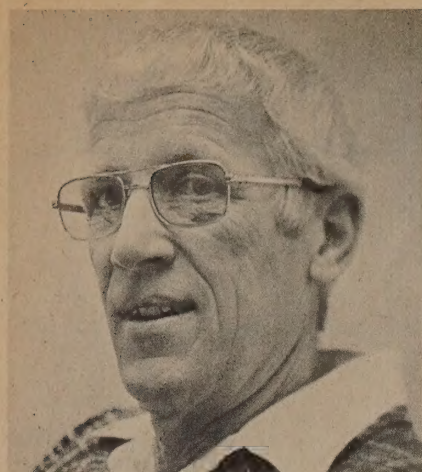
Maintenance Crew 142-08, Bend, has attained 50,000 man-hours and is supervised by Don Eppers.

Engineering Crew 080-33, Lakeview, has attained 36 months of work without time-loss injuries and is headed by Wayne Cobine.



Jean Garcia





John Wood

## Wood picked by S. Arabia

John Wood's credentials as ODOT structure maintenance engineer have impressed the Saudi Arabia government.

He was chosen first among numerous applicants to help set up a bridge inspection program in Saudi Arabia. Out of 89 engineers who applied nationwide, 10 were selected. Also among the 10 are two FHWA engineers, Bob Pillsbury, assistant division bridge engineer of Salem and John Garren, assistant regional bridge engineer in Portland.

They will leave in early March for a 90-day inspection and inventory of the country's bridges. The Arabian government will pay for the engineers' expenses and salaries.

## Trans Week comes in May



Steve Macnab, head of ODOT's Open House committee, is seeking employee ideas on displays and work demonstrations for the event, which is part of National Transportation Week, May 15 to 19.

In Salem, the open house will be at the Transportation Building Thursday, May 18 from noon to 9 p.m.

"We're looking for ideas on demonstration type displays," Macnab said, "so the public will be able to get involved, rather than just look at visual displays."

Open houses will also be held in other regions during Transportation Week. Macnab can be reached at 378-6546; his assistant, Marlowe Krohn, can be reached at 378-6042.

## New unit formed

Cam Gilmour of the environmental section has been promoted to project coordinator, reports Gary Potter, manager. He will be responsible for assessment processing, scheduling of environmental impact statement (EIS) work and review of environmental documents.

A new unit has been formed, Potter says. Air quality and noise engineering personnel have been assigned to an air/noise unit, with Tony George as head. Pieter Dykman will remain head of land use, sociology, biology, geology, water quality and cultural resource surveys.

# Clerical Assistant wins contest

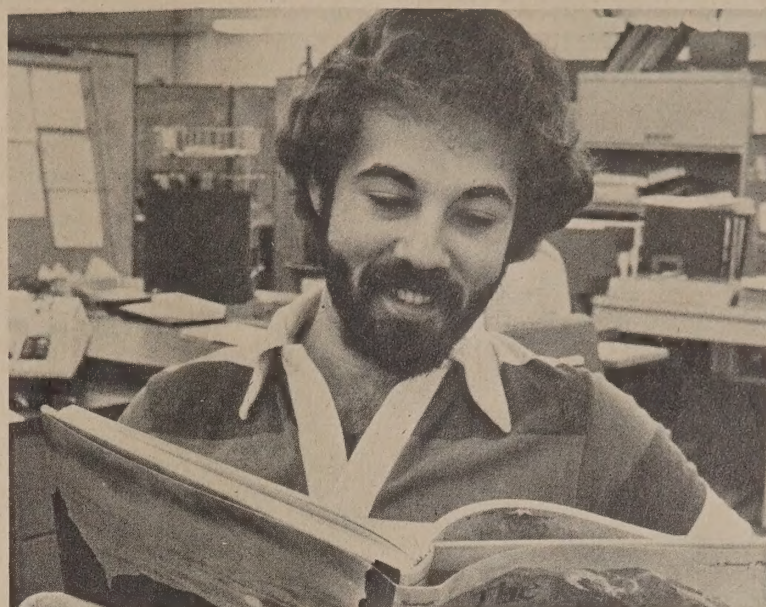
Russ Carter sat at his desk, surrounded by an acre of women at the MVD's Document Issue Branch in Salem.

Then a slight commotion occurred -- which the friendly, bearded clerical assistant seemed very pleased about. Two strangers approached bearing news that he had won ODOT's slogan contest and that they were going to take his picture.

A large roomful of heads turned his way, smiling or giggling, and a few good-natured colleagues seized the chance to take a break and give him a "bad time."

His slogan, selected by Coit-Petzold, a Portland advertising firm, is "Working today to keep you moving tomorrow." He received a pictorial book, "The Beautiful Northwest."

Nineteen-year-old Carter began working for the MVD last August. His new job, working mostly with women, is quite a switch from the past two years of his life -- serving in the Navy. He says he likes the change, and that the people he works with make his job worthwhile.



Russ Carter, contest winner, looks at the book he won.

Second place went to Paul Haily of the METRO Design Unit in Portland, who received the "Sunset Travel Guide to Oregon." His slogan is "Moving ahead to keep Oregon on the move."

The slogan contest was announced in January's VIA. Deadline was Jan. 20. The slogan will be used on various printed materials and possibly in conjunction with radio, newspaper and television advertising for meetings and hearings.

Bob Gormsen, of Right-of-Way in Salem received honorable mention for his slogan entry, "Better roads mean better living."

## ODOT adopts restrictive smoking rules

State employees who smoke at work now face some legal restrictions, according to a law passed by the 1977 Legislature.

The law requires state agencies to adopt rules to control smoking in the state's employment locations. ODOT's rules, drafted by the

Administration Branch, went into effect recently.

"The policy is not to impose a hard, uniformity in all offices," said Russ Graham of the Organization and Manpower Services Branch. "It is to offer guidelines to managers to help establish the best rules for their

situations."

Under ODOT's guidelines, managers are responsible for developing, publishing and enforcing rules with mutual consideration for both smokers and non-smokers.

In the policy, smoking refers to "burning or carrying lighted tobacco or other smoking materials in the form of cigars, cigarettes, in pipes, or by other methods."

Smoking WILL be allowed:

In private offices which are completely enclosed or physically separated from non-smokers; in locations where a poll shows that all workers allow smoking; while interviewing persons in enclosed offices occupied by smokers, provided the interviewee doesn't object, and in designating "smoking" areas.

Smoking WON'T be allowed:

In all reception areas where visitors and the public is served; in work areas where ventilation is not sufficient to remove visible smoke in no more than five minutes; in work areas which generate complaints from non-smokers; when traveling in state-owned or operated vehicles shared with non-smokers who object to smoking; and during conferences, staff meetings or training sessions if participants object to smoking; in areas designated "no smoking."

Persons chairing conferences are responsible for asking if anyone objects to smoking. If there is objection, smoking breaks should be allowed.

Grievance procedures used

Conflicts resulting from the new policy will be handled through ODOT's grievance procedures.

Graham said that a draft of the policy was reviewed by the OSEA, AAE, and ODOT management-level employees before being adopted.

The following persons will help managers if problems arise: Ray Stose, ODOT-wide policy coordination; Dave Moomaw, Transportation Building; Chris Christianson, MVD; region safety officers, Highway Division regions; Joe Christian, Parks Branch.

## Speech class to start

Employees will get a chance to improve their speaking skills during a nine-week class on Wednesdays, starting March 8 at noon in Room 122 of the Transportation Building.

Jim Lowe, data processing programmer, will teach "Speechcraft," to help employees improve one-to-one communication skills as well as short extemporaneous and prepared talks.

He is a member of Salem's Toastmasters Club. Dave George, also a member of Toastmasters, will help teach the class.

Completion certificates will be given at the end of the nine weeks.

"The object is to help build speaker's confidence; help him to properly read the audience and to present ideas logically," said Lowe. The tuition is \$11.

## Trans-Trivia

TRANSPORTATION QUIZ

For the answers to this month's Trans-Trivia, see page seven.

- When were the Ross Island, Sellwood and Burnside bridges, which span the Willamette River, built in Portland?  
a. 1920, 1925, 1930. b. 1926, 1926, 1926. c. 1930, 1940, 1944.
- Hat Rock State Park received its name because:  
a. It was donated to the state and named for the donor, Jedediah Hatrock.  
b. An outline of the park looks like a hat.  
c. Its centerpiece is a unique, hat-like geological information.
- How many pilots were registered by the Aeronautics Division in 1977?  
a. 890 b. 5,655 c. 9,227
- Oregon's first driver licensing law became effective in 1919. How much did a driver's license cost then?  
a. 25 cents b. 75 cents c. \$2.00
- When were concrete mile posts first used in Oregon?  
a. 1923-24 b. 1935 c. 1941





Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

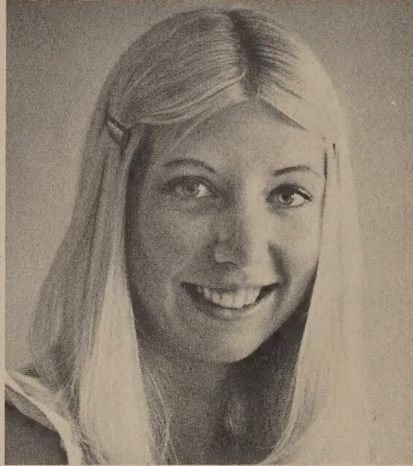
# CANDID COMMENTS

What should ODOT employees do to help inform voters about ballot measure 5 on the May primary election, and the condition of the state highway system?



**MERLE GRIGGS, HWY  
HMW 2, Coquille**

We need to tell voters that we need the extra revenue because the roads are going to pieces. Just tell them to drive down the roads and see for themselves. Powers Road, east of Myrtle Point, would be a good place to start.



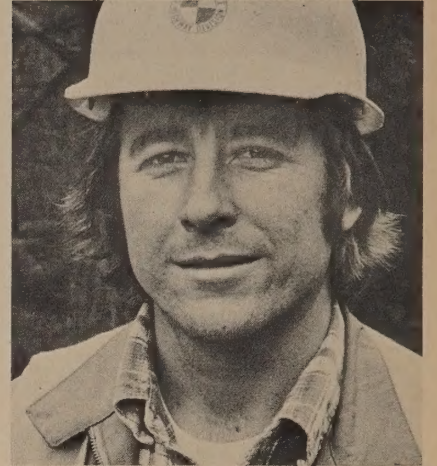
**ROSEMARY WAGNER, ADMIN  
Administrative Assist. 1, Salem**

As an ODOT employee, I am far more aware than the general public of the urgency to make Ballot Measure 5 a reality; however, this doesn't give me any advantage as far as informing others of our needs. The best I feel I can do is to inform my acquaintances and then on May 23, vote "yes."



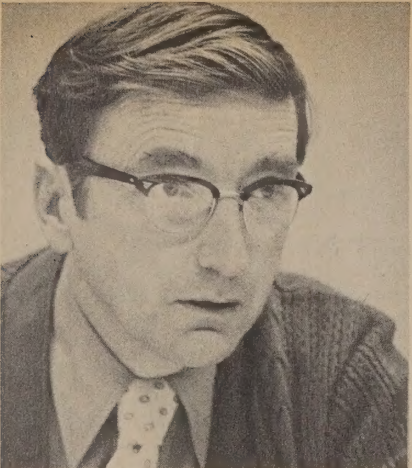
**BECKY SHERWOOD, HWY  
Secretary, The Dalles**

The best way to get the message across about our highway system and the tax measure is through the newspapers. Factual news releases should be going out; however we shouldn't advocate anything on the job. Rather, we should maintain an objective, middle-of-the-road attitude as state employees.



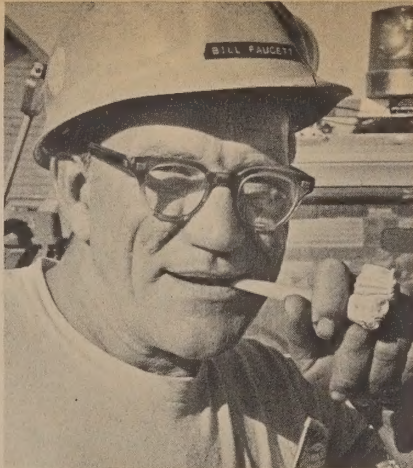
**PAT MASON, HWY  
HMW 2, Parkdale**

I think everybody that's involved with ODOT should make an effort to explain to people that in order to maintain the standard of highways people have come to expect, and to upgrade substandard roads, Ballot Measure 5 should be passed to provide the funds. As far as the condition of the roads, as people travel around the state, they can see how the road system is deteriorating.



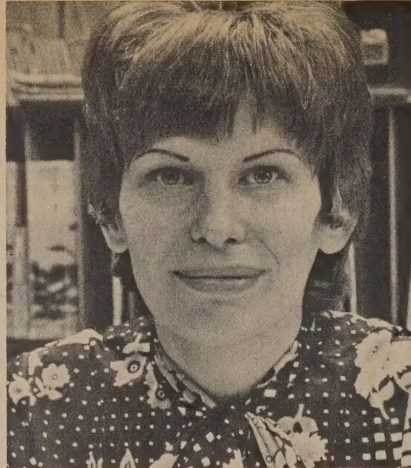
**DON ADAMS, METRO  
Project Development Manager**

ODOT employees can support Measure 5 by actively, enthusiastically -- even aggressively -- letting all our friends know how this measure can benefit highway, roads and streets. To do this, each of us has to pick up the ball to make ourselves aware of the facts about Measure 5, get out and talk it up.



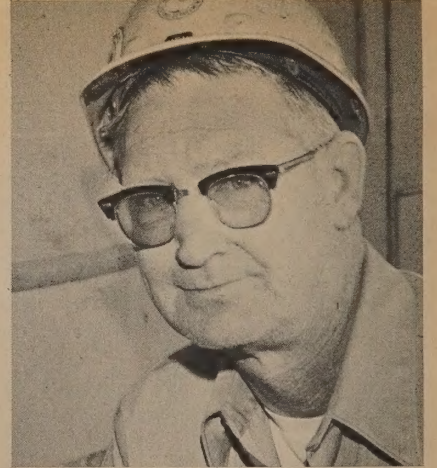
**WILLIAM FAUCETT, HWY  
HMW 2, Hermiston**

I think the only way to get this gas tax passed, is for the Highway Division and the Legislature to tell the people what this money is for, and that alone.



**KARLENE MILLS, MVD  
MVR 1, Roseburg**

Since we would benefit from this measure, as employees we should do nothing--especially no on the job campaigning. But as concerned citizens, we could express our opinion through the local newspaper, in special interest columns or letters to the editor, and radio talk programs.

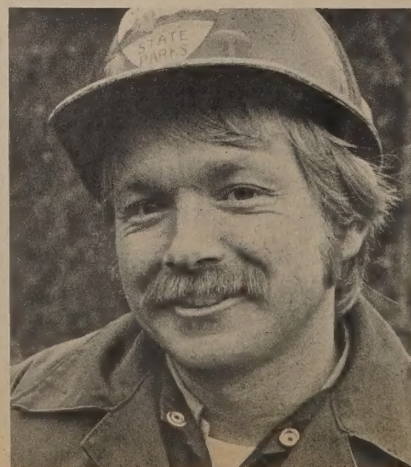
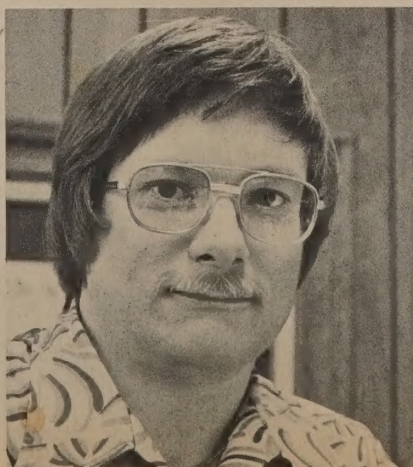


**KENNETH ROUNDTREE, HWY  
Bridge supervisor, Milwaukie**

Through normal conversation we should get the point across that the highways and bridges are in bad shape. If they're not brought back up shortly, it will cost much more later and the extra gas tax seems the only feasible way to get the needed maintenance money.

**DAVE DAVIS, MVD  
Info. Rep. 2, Salem**

My experience with the Six-Year Plan meetings taught me one thing: There are a lot of people out there who don't listen. Oregonians are used to having highways in good repair and when they're not, they want to know why. The law says we can't, as ODOT employees, actively campaign for Measure 5's passage, but we can answer questions. I think the current condition of our highways speaks louder than any billboard, radio, television commercial or newspaper advertisement.



**RAY STOSE JR., PARKS  
Ranger 1, Champoeg State Park**

As a park ranger, I have more opportunities to talk with visitors and answer their questions about funding, recreation and highway issues. And the public does ask questions, and often has misconceptions. I see myself as being able to clear these up and provide other information. The gas tax is as important to Parks as to the Highway Division, because people who visit parks depend on good roads.



## No federal funds to aid flood roads

Oregon's flood damaged highways will have to be repaired without the help of the federal government.

ODOT's request for Federal Highway Relief Funds in January was turned down in mid-February, reported Maintenance Engineer Bob Schroeder.

"We didn't meet the criteria to be eligible for assistance," he said. Damage wasn't severe enough and didn't cover a large enough area to qualify, he said.

"To maintain our existing operations, as well as repair the damage, we will have to draw from current funds to make up for the deficit," he said.

Mid-December heavy rainfall had caused an estimated \$4 million in damages to western Oregon highways, according to the Highway Division.

## Goats cause road hazards



Goat crossing sign

There are deer, cattle, sheep, even duck crossings.

Now in Roseburg, there is a goat crossing, the first of its kind in the nation. The Highway Division erected this diamond-shaped sign on I-5 near Roseburg in early February to protect the area's famed Mt. Nebo goats.

The herd of about 20 goats has been spending more time at the base of the 1,200-foot mountain since the division planted grass there a year ago. The goats pose a traffic hazard because they wander onto I-5; two goats had been killed.

"The signs will provide a warning for people, but how successful they will be, I don't know," said Bud Shirley, region engineer in Roseburg.

## Zero-based budgets start

ODOT's next budget proposal will require more work from unit budget managers, according to the Finance Branch.

The reason: APLS (pronounced "apples"), a new acronym in fiscal vocabulary. It stands for Alternative Program Level System. Simply stated, APLS is a new, more detailed method of compiling budgets.

Budget managers will use zero-based budgeting procedures for ODOT's next budget. The Highway Division will be exempt, however, until the following biennium. "Because of its complexity, it wouldn't be worth the trouble now," said Doug Vincent, fiscal manager.

The last legislature mandated that all state agencies be on the new system by the 1983-85 biennium. "It's a method to make agencies

*Editor's note: The following article is part of a series describing the different divisions, branches, and sections of ODOT.*

"You want it when?" asks Roy Priem, looking up from a drafting table stacked with art projects in various stages of completion, requisition slips, pencils, pens, brushes, Exacto knives and T-squares.

"Tomorrow?" says the man meekly, as he looks at the ODOT Graphics supervisor and his assistant, John Davenport, who has an even larger pile of work on his table.

"Okay, how about Thursday." It's settled. They exchange a few friendly comments, and Priem adds the new project to his pile.

Things have been hectic in the 11-man Graphics Unit for the past two months, Priem explains. But they keep their heads above water by working hard and putting in overtime.

Artists and technicians have been working on charts, graphs, cover designs and other artwork to meet deadlines for ODOT's mammoth environmental impact statement for the Banfield Transitway proposal in Portland. Other big projects on the drawing boards, literally, include the Measure 5 (gas tax increase) slide show, Six-Year Highway Improvement Program and the new Parks Guide map.

The Oregon State Highway map revision, and displays for the state fair and National Transportation Week are among their annual products. They produce graphics for

more accountable for the money they ask for," Vincent said.

Before, budgets weren't subject to close scrutiny, according to the fiscal manager. Proposals, in each section or unit, were formed by taking the current budget and adding increments, allowing for inflation and salary increases.

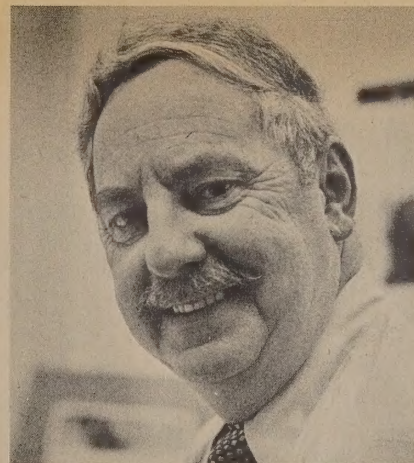
"In zero-based budgeting, you can't assume any givens, such as your current budget. You have to justify those dollars as well as any increases proposed," Vincent said.

Budget managers must be prepared to explicitly state, and justify requests. "The new system forces management to set more detailed priorities," he said.

An APLS committee is currently reviewing ways to implement the new system.

the State's regions as well as for Salem units. Being one of state government's largest graphics units, the team is also called on by the Governor's Office, LCDC, the Legislature, Department of Energy, State Police and other agencies.

Word of the unit's talent has spread, and artists are often asked by employees to sketch caricatures of newly-retired workers. "They treasure those for years," says Priem, who is responsible for some of the drawings, as well as for VIA's monthly "Oh, Dottie!" cartoon.



Roy Priem  
graphics supervisor

"We provide total visual communication services," Priem explains. That means advice as well as production. "We tell people what looks good, what looks rotten and why."

What are "rotten" graphics? "It's a term we use to describe worse-than-bad design. For instance,

## Flex schedules decrease peak

Latest reports on Flex Hours scheduling show that the number of Salem workers arriving to work at 8 a.m. have decreased by about 140 since September.

Then, 336 arrived at the Transportation Building at 8 a.m. Now 244 arrive. At the East Salem building, 218 now arrive at 8 a.m., compared to 245 in September.

The breakdown for Transportation Building departure times includes: 78 leave at 3:30 (compared to none in September); 98 leave at 4 p.m., (compared to 15); 136 leave at 4:30 p.m. (compared to 232); 230 leave at 5 p.m. and 33 leave at 5:30.

take a busy photo or illustration. Then try superimposing a printed message over it. The idea sounds good, but often doesn't come across. Because of its complexity and confusion, both messages suffer."

"Good design is clean, simple, balanced and easily understood," he added. "We keep examples of good and rotten art to show people what we mean."

Not having a free hand in design is one of the major problems Priem says he faces. "Everyone has his own ideas on design; some are good, but some aren't. Often we're not given the full rein we need to do our own profession."

Time is another problem. "Graphics often needs more time than people think," says John Davenport. "There are often several technical steps to a finished project; sometimes they take longer than expected, and problems or changes may occur."

He points to a cartoon of an artist that reads, "Now let's see if I've got it straight. You want an award-winning layout and you want it in 30 minutes?"

"That's not always the case," Davenport says with a laugh, "but sometimes it seems appropriate."

How does the unit survive when a deluge of projects all come due close to the same time and all have top priority?

"You know that it won't last forever, and that it will get done. Things always work out," he says. "Each job isn't permanent so we never lack for variety. Everything we do is a new challenge."

Working with Priem and Davenport are Jerry Simmons, Gene Tipword, Bruce Jenkins, Daniel Miller, Robert Gritton, Jim Holeman, Bill Bahde, Ken Ireland and Don Foster.

## Bradley dies

Suffering from lung cancer since last July, Louis D. Bradley of Portland died Jan. 29 in Illinois.

Bradley, 39, was an engineering technician with the Materials Unit in Portland. He began work in 1964 as an aide in Hermiston, and worked in several eastern Oregon cities and in Roseburg before working in Portland.

As an engineering technician, he inspected survey crews.

ANSWERS TO TRANS-TRIVIA  
QUIZ: 1, b; 2, c; 3, c; 4, a; 5, a.



Graphics has given me a lot of exposure - now it's my turn to expose them!

## ODOT Graphics: Visual Communicators



# Erik East: 'A community bus is like a house of cards'

By Shannon Priem Allen

Erik East is the link between the desire for and delivery of a small community's bus system.

He is in charge of Public Transit's Technical Resource Program. He helps local governments plan transit systems, like buses, from the ground up — funding, setting schedules and routes, finding a bus and keeping it going.

"A lot of things have to come together in order to run a bus system," East says. "This includes a lengthy application process for federal funding."

East, 33, began work with ODOT five years ago as a planner in the Highway Division's Environmental Section. A native of Portland, he earned his master's degree in urban planning from the University of Washington in 1970. Planning jobs were scarce in Oregon then, he says, so he worked for three years as a transportation planner in Kansas.

"I definitely wanted to work in Oregon, so I saw that as a way to get good experience before coming back here," he said. Working with him in the program is Lee LaFontaine.

East sees himself as a consultant. "We don't actively seek to set up transit projects for cities," he says. "Local governments come to us, and must be committed to the idea and willing to help foot the bill."

Six small cities have public bus systems, most offering only a minimum level of service. They include Astoria, Albany, Corvallis, Roseburg, Bend and Ontario.



Erik East

East also helped establish the Rogue Valley Transportation District, which he says is unique in Oregon. The system, which serves Medford, Jacksonville, Phoenix, Talent and Ashland, took two-and-a-half years to form.

"Unlike other districts, which are run by a board that can levy a tax, Rogue Valley must ask voters to approve a tax base," he said, noting that the district runs on a two-year serial levy based on 10 cents per \$1,000 assessed value, "which is very modest." State and federal money also help pay expenses.

East lived in the area for several weeks to get the project off the ground. The two buses and two vans now carry over 7,000 passengers per month.

"Community bus projects in general are catching on well, but they're

*"Buses being profitable businesses is the biggest misconception we hear. People think private enterprise should run buses, but it just doesn't work."*

fragile," he says, "like a house of cards, they could go down in a minute."

Many variables are involved, he explains. Funding is a combination of local, state and federal money; the bus is often on loan; the driver is often funded through CETA. "If any one of these elements is withdrawn, the whole system can dissolve."

So, East faces a day-to-day problem. "It's hard to make long-term plans because we can't anticipate our resources."

The goal is eventually to hand most, or all, operating responsibilities over to the communities, East says. Public Transit's role is to get them started and offer periodic advice and planning assistance so they can meet the requirements of federal funding.

The problem facing buses, and most transit systems, is that they aren't profitable businesses. "This is the biggest misconception for the public we hear," East says. "People think private enterprise should still run buses, but it just doesn't work."

The operating costs are too high, and people wouldn't pay the actual cost to support a bus, East says, noting that it could easily cost about \$1.00 to step inside a bus. "That's why they need to be subsidized; so people who really need them will have access."

Inter-city buses haven't been



Erik East rides the city bus to and from work.

operated as private businesses in 20 years, East notes. "And they won't as long as operating costs go up." A bus in Newport started that way, but folded in three months. "It went broke," he says, "people just don't change their life styles for a short term project. You have to run a bus for at least two years to tell whether it will work, and without solid funding, that isn't possible."

If it takes that long, is it really worth the state's effort? East says public interest in transit has doubled since he started work here. "Oregonians want to plan for the future. They realize possible fuel shortages in the future and high prices. They want to be prepared by beginning transit systems now."

Although smaller communities aren't built for mass transit, East notes that buses provide a crucial social service.

"Lane Transit District, Tri-Met and Salem's buses are the only systems that really need to handle masses of people,

but smaller cities need service for the old, young, handicapped and poor who don't have other means," he says.

"And the benefits go beyond transportation — having access to a bus may mean getting off welfare for someone who, before, didn't have a way to get to work. Parents don't have to truck their kids around and the elderly can retain their independence."

East also coordinates a federal grant program to provide transportation for the elderly and handicapped. The grant has provided 40 special vehicles for nonambulatory persons throughout the state.

East is a member of the American Institute of Planners and has been appointed to the Governor's Steering Committee for the Handicapped.

Does he ride the bus? "Sure," he replies enthusiastically, remembering only two times in the past year when he drove his car to work.

## Retirees Let Us Know What's Happening

### 60th celebrated

Elmer L. Johnson, 1399 30th Way, NE, Salem — Retired, 1966.

The Johnsons celebrated their 60th wedding anniversary on Feb. 12. Elmer's poor eyesight has limited their activity in recent months, but they did enjoy traveling for a few years after he retired in 1966.

Elmer was a time keeper on the oiling crew in eastern Oregon for 10 years. During the winters, he worked in Salem in the store room. He also worked at Government Camp.

### Categorically speaking

Edmund A. Meola, 3864 Spring St., S., Salem, 97302—Retired 1970.

Ed, a former landscape engineer assistant, has a categorized retirement plan that few former employees can

beat. He writes, "Since retirement, I've found enough hobbies to keep me busy almost 18 hours a day:

"1. Keeping our outside grounds such as lawns, flower and shrub gardens, etc. in apple-pie order, or nautically speaking, in shipshape.

"2. Reading my collection of about 300 books.

"3. Fishing at Devils Lake.

"4. Writing letters and paying bills to keep state and federal wolves away from our door. Some day, I'll eat the wolves.

"5. Revising my autobiography (three times so far), covering my life from age three to 74. After 550 pages, I'm still adding incidents and pictures for illustrations. Don't intend to have it published.

"6. Making friends over my "ham" radio stations—Alaska, Hawaii,

east coast, Canada, etc., until 1 a.m.

"7. Listening and recording on reel tapes my collection of about 1,200 photograph records."

### A major milepost

Earl Nash, 720 W. 6th St., Albany — Retired 1954.

Earl, 94, informed us of a rather major milepost in his life—reaching his 72nd wedding anniversary, in good spirits and good health. Nash, a 27-year veteran of the old Highway Department, married his wife, Tomzie, 90, in 1906. Age limits their hobbies, but they enjoy reading newspapers and taking walks. And members of the family are within "shouting distance."

Earl worked in maintenance most of his career, and remembers when highway maintenance in Albany was

a one-man operation.

### Howard Graham dies

Howard Graham, 1601 S.W. Haily, Pendleton, 97801 — Retired 1975.

Mrs. Doris Graham wrote to let VIA readers know that Howard passed away April 22, 1977. She writes, "After retiring in June of 1975, we made a two-and-a-half month trip to the east coast. Then in 1976 we made another trip around the perimeter of the United States, plus some camping trips.

"Then on April 22, 1977, I lost Howard after a month's illness. Sorry this was not written before he was gone," she adds, "but I would still like to receive VIA, as I am interested in the people in Highway, after 37 years of keeping up with them."